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THE
BARNACLE

SERVING THE NEW BEDFORD FISHING INDUSTRY & MARITIME INTERESTS



◆◆ VOL. 3 NO. 12 ◆◆
JUNE 25 - JULY 8, 1992



LETTER FROM THE EDITOR

Here is a message that I hope will only reinforce what area fishery representatives Howard Nickerson, Rodney Avila and John Bullard are asking. *Each and every scallop and groundfish skipper and boatowner who enjoy what they do for a living out of this fishing port ought to wake up!* It's a very serious time for the fishing industry and these three individuals are asking for your help and support.

The Fishery Management Council is still under the gun to develop a groundfish plan by September of this year and if you don't feed them what you would desire under a management scheme you very well may be forced out of business soon. A few fishermen have found the time to attend the Boston area meetings of the fishery council though difficult it is for them. But they need others, many others.

It's an easy attitude to take to say that is what you are paying these men to do. But the task of developing a plan that the government wishes to approve and one which suits your approval is a gigantic, tedious task. These men are doing a tremendous job but they are asking for your help.

Just carefully read what Mr. Nickerson and Mr. Bullard have written in their columns within this issue. It is a serious time for you and you really have no other choice but to get active. That's if you care about your future.

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THE BARNACLE

In a photo taken of the scalloper F/V Mary Jane, Eric Chor Sr. and Earl Chor Sr. are busy at work repairing the scallop dredge as their skipper, Paul Boucher looks on.

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U.S. Senate Moves Quickly To Pass Groundfish Bill

The U.S. Senate Commerce Committee approved bills last week introduced by Sen. John Kerry to help the New England commercial fishing industry restore depleted groundfish stocks and to strengthen the federal marine sanctuaries program.

"The goal of the fisheries bill" said Senator Kerry during Committee debate, "is to help restore cod, haddock and flounder to past levels of abundance and thereby create new jobs and higher incomes in New Bedford, Gloucester and fishing ports throughout New England. The bill approved by the Commerce Committee is intended to minimize the short-term harm to the industry while the rebuilding process is underway."

The Kerry bill would require the New England Regional Fisheries Management Council to develop a plan by December 15 for rebuilding principal New England groundfish stocks over the next 7 to 10 years. A \$5 million a year fisheries reinvestment program is created to enable some fishermen to switch to more abundant, but less-utilized fish species such as dogfish and skate. Provisions are also included to strengthen fisheries enforcement and to encourage negotiations with Canada to conserve shared fisheries stocks.

The second Committee-approved bill reauthorizes and strengthens the federal marine sanctuary program, which protects ocean areas of special ecological importance. The bill strengthens enforcement and streamlines the process for designating sanctuaries. Kerry led the fight to designate Stellwagen Bank, an area northeast of Cape Cod that is populated by large numbers of whales and other marine mammals, as a marine sanctuary.

The Kerry bills are expected to be considered by the full Senate next month.

Meanwhile U.S. Representative Gerry E. Studds met with Secretary of Commerce Barbara Franklin to personally express to her the concerns and needs of New England fishing community.

Studds also extended an invitation to the Secretary to visit New Bedford and other ports on the south Shore and Cape Cod this summer so she can hear firsthand the troubles facing Massachusetts fishermen. Secretary Franklin said she would "very much like to do that" and if she could not, she would send a representative from the Department. The Congressman hand-delivered a package of letters from fishermen's associations nationwide requesting her attention to fisheries problems.

"My primary message to Secretary Franklin is that our fisheries need support from the Department and they need it now," Studds said. "I can't remember the last time a Commerce secretary has mentioned fish, fisheries or fishermen. Our New England fishermen are struggling for their very survival, they cannot afford to be overlooked any longer." Studds pointed out that in Canada, there is a cabinet level office for fisheries.

Rep. Studds also asked Secretary Franklin to appoint a representative from New Bedford to the New England Fishery Management council. For the first time since 1976, New Bedford did not have a seat on the council last year. The Secretary is expected to appoint new Council members very shortly. Two of the candidates are from the New Bedford area.

"New Bedford is the fishing capital of the United States," Studds said. "It has been the number one port in terms of value of catch seven of the last eight years. Its omission on the Council has been a gaping hole. Now Bedford must regain a seat."

Rep. Studds also asked the Secretary to support his New England Groundfish Restoration Act (H.R. 2919) aimed at rebuilding depressed groundfish stocks. The Congressman



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said his bill, which attempts to restore stocks and the management role of the New England Fishery Management Council and the secretary, deserves the Administration's support. Secretary Franklin pledged to carefully review and consider the bill.

Studds also suggested that the Commerce Department turn marketing and promotion of underutilized species — such as dogfish, skate and mackerel — over to the Department of Agriculture. Studds said that the Commerce Department has not in the past been very helpful in efforts to promote and market these largely unknown species. For example, the only source of federal money for promotion and marketing activities — the Saltonstall-Kennedy Fund — has continually received zero funding requests from the Administration. Studds has pushed for development of markets for underutilized fish both here and abroad to offer economic alternatives to fishermen who will likely be forced to greatly reduce their traditional groundfishing effort.

Secretary Franklin promised to look into this

problem and to review how the Department might be more helpful in promoting fisheries exports, saying that it is in our collective best interest to do so.



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Farewell to 'The Girl'

"The Girl" is going west after a nine year stint along the New Bedford waterfront. Although many people are not familiar with her real name, Dea Freid of the New Bedford office of the National Marine Fisheries Service has accepted a new position in California.

She is known as 'the girl' by many area fishermen because of her job as the Fisheries Reporting Specialist. It was her duty to interview fishermen each morning regarding where they fish and the size of their catch. It has been a job she has held since coming from Louisiana in 1983.

Most recently an opening came up in the Fisheries Service in California for a Fisheries Biologist. She will be working in a salmon hatchery in Anderson, just south of the Oregon border.

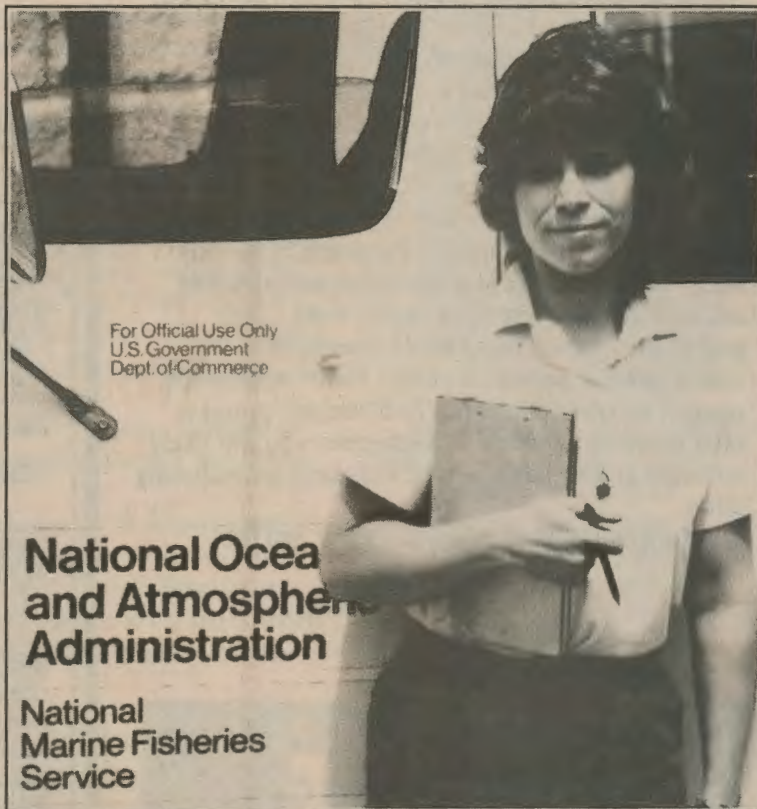
"It was what I always intended to be," said Ms. Freid. "I had a degree in wildlife management and fisheries was combined into that which also included some graduate work in fisheries. When I first went to California a little over a year I fell in love with it. I knew I wanted to move out there and I was on a list what the government maintained as eligibles for a fisheries biologist position."

Dea said she certainly enjoyed her job much more

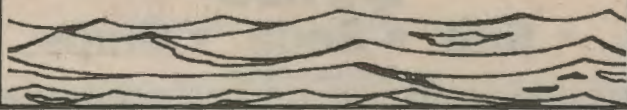
in New Bedford than her previous position in Louisiana. Southern fishermen didn't seem to care much for fishery service workers in their quest to get fishery information.

Working in New Bedford however was a challenge according to Dea who characterized her job as the "front line".

"We act almost like a liaison trying to explain some



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of the policies of the National Marine Fisheries Service to the fishermen in a way that they can understand. A lot of times they don't understand. Many times they don't think that anybody in government is hearing what they are saying. One of the things we have to do in our job is to pass along their comments to tell the biologists and others what is happening in the "real world."

Of her nine years in this busy seaport, there have been many changes in the way she does her job as well as dramatic changes within the fishing industry. The National Marine Fisheries Service has computerized much of the workload and there are much more regulations to deal with.

The changes did bring about some positive things said Ms. Freid. "One thing good that I have seen is that fishermen seem to be uniting. They have always been so fractured before and now they seem to be, out of necessity, coming together. Even though some management plans and regulations have to go into effect, it has produced a by-product of having them organize and work together, instead of against each other."

Heading to California is one of the biggest moves the New York

native says she will ever make. Here in New Bedford 'the girl' says its been a good educational experience for her. She will be taking with her a Nantucket Basket

locket given to her by her co-workers last week.

We wish her well in her new position and much success in her future.

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Retired Skipper Enjoys Boat Building Hobby

When Donald Curtis decided to retire from fishing it didn't stop him from dealing with boats. Even if that meant building new ones.

Most recently he completed work on an attractive and well-detailed 4 foot model of the former scalloper out of the city, the F/V Zerda. The colorful wooden model features scallop dredges, masts, rigging, all very much like the days when Curtis fished on the real Zerda.

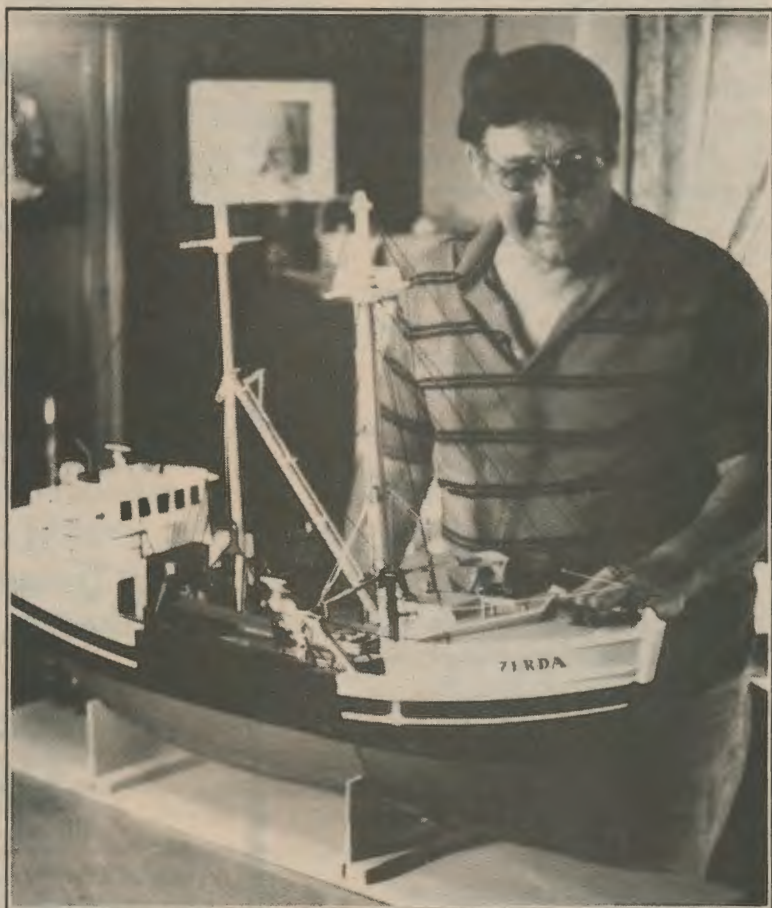
Curtis who is 52 years young decided to retire after fishing for 38 years. The New Bedford resident was taken to the sea by his father at the age of 14 when he "got into a scuffle" on shore. His first trip was aboard the Mary J. Landry. He enjoyed fishing so much that at the age of 16 he quit school and became a full time fisherman.

"My dad was a fisherman who built models. I used to sit there and watch him and after a while he gave me wood and I started building models. I started when I was about 8," said Curtis.

The former skipper said he laid the keel of the Zerda model over 14 years ago. He never found the time to finish his project until recently. Problems with a bad leg forced him to stay home.

"I always knew sooner or later I was going to finish it. But I was thinking I was going to be an old man when I finish it. I guess I am, at 52 years old and I can't walk. Just about three months ago just the hull was completed with no pilot house or nothing. When my legs

gave out on me I would come home and sit and watch TV all day and work on that boat. It would go into the nighttime 1 to 2 in the morning and sometimes to 5 in the morning. I couldn't sleep, you know restless. It was good



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therapy for me."

Curtis said he has built and rebuilt plenty of actual boats and models over his lifetime. Whether it is a lobster boat in the driveway or a wooden hull in his cellar workshop, he has always enjoyed working with boats.

"I had bought boats in between trips. I worked on this boat, worked on that boat. When I quit fishing I started buying boats, fix them up and reselling them. I did pretty good over the years. I became a boat carpenter. I went from a model boat to a 40 foot lobster boat right here in the driveway. Then I started working on other people's boats as a boat carpenter but they don't like to pay. For some reason no one likes to pay a boat carpenter."

Now its onto to building models fulltime, a hobby he has enjoyed doing for years. "I like fishing boats to build because I don't have to think too hard. I know where everything is and I don't have to study the plans. Like the boat I am working on here, the Zerda. While I am working on it I think about the trips I have made on that boat and different episodes that we had, kind of adventurous."

He has built model yachts, scallopers, draggers and even a king crab boat. That boat which was a replica of one he fished on in Alaska now hangs in a New Jersey Fish Market.

What were the challenges of building the Zerda model you might ask? The former skipper explains. "The most challenging point of putting this boat model together is to make it exact. A regular model kit that you go and buy has been all measured, scaled, everything is the right size and scale. With a boat like this, nothing is scaled. (pointing to his eyes) This is your scale right here. You look at something and see that it could be a little taller or shorter. The tallness of those masts, the size of the pilot house to the hull, the size of the scallop dredge or booms, smokestacks, bits, the winch."

There were however many items and materials he could not buy for his model. Curtis had to improvise quite a bit. Yet if you were to carefully look over the small items all over the model's deck, you would be amazed to see its accuracy.

The Zerda's liferaft was transformed from a small pill bottle. The ship's fog horn was constructed from a tiny brass lantern. Curtis also found material for a tiny life-ring which hangs as it did on the real thing, besides the port wall of the pilot house.

"The life-ring was made by slicing actual round steering wheel handles. Just like you would slice baloney. I tried to put everything on her. I tried to not miss anything. Everything that was on that boat when I running her is on that model. I could leave half of that

stuff off and you wouldn't know the difference but I would."

The model of the F/V Zerda has already attracted offers of a few thousand dollars. For now, Curtis says he would rather sit and admire his work in his house. He has already begun work on three other vessels. They include the western riggers called the F/V Donna Lynn and the F/V Friendship along with the historic schooner Ernestina. He hopes those vessels as well as others in the future would bring him some money.

"I would like to buy second hand models. Surely a lot of people have them in the closets or down the cellars. I would like to buy them, rebuild them and resell them. I would also like to build model boats for boatowners. Like if you own a fishing boat and you want one built. I would ask how big do you want it and I would build it for you, especially for you, exactly the way it is."

Meanwhile as he finishes placing the final items on the Zerda's deck he quickly recalls his sailing days on the real Zerda.

"There is about 40 years difference between that boat, the Zerda and the Donna Lynn. The Zerda was ten times better than this boat here today. This is nothing but a rust bucket, it is a losey sea boat. The Zerda when it blew 90 miles an hour, you shut off the engine you would drift clear across Georges Bank. It wouldn't take a drop of water on deck. The Donna Lynn you can't drift with it. It blows the bow down wind and the stern goes up against the wind and the big green seas go right over the stern."

"There are a lot of storms where it blows 50 to 60 MPH where everybody goes home. We used to be in little wooden boats and kept fishing. We would say, the sky didn't look so good, wonder what the weatherman might say and a blow would come right up. We would keep right on fishing. If we asked if we should go home, my dad would ask, "What are you in love or something or you homesick? get out of here, you belong on deck! That Zerda was a great seaboat. I fell in love with that boat."



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Coast Guard Reports

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June 1, 1992/ 3:20 AM

Coast Guard Station Woods Hole received notification from the Coast Guard Cutter Tahoma that the Gloucester stern trawler F/V Our Lady of the Sea was disabled in the vicinity of the Hague Line. The vessel was in no immediate distress after having experienced a blown head gasket. A cutter was to be sent to assist to tow the vessel to Provincetown.

June 1, 1992/ 9:27 PM

Coast Guard received a call from the New Bedford based vessel F/V Blue Dove from 40 nautical miles off Long Island regarding the need for medical assistance. A 30 year old crewman was reportedly suffering from an asthma attack for over 30 minutes. The Operation Center was briefed and the flight surgeon recommended a medevac by air. A helicopter arrived on the scene, successfully hoisted the patient and transported him to a hospital where he was listed in good condition.

June 2, 1992/ 3:20 PM

Coast Guard Operation Center received a 406 EPIRB alert activated from the F/V Devine Mercy. The Operation Center called the North Carolina telephone numbers provided by the report and learned that the boat was operating from New Bedford and it was headed for Georges Banks today. A Coast Guard Aircraft was launched to investigate. While enroute to the position of the EPIRB alert, the aircraft crew established radio communication with the vessel. Apparently the EPIRB was malfunctioning. It was mounted properly and the switches were in the right position. The master was asked to disconnect the battery and have the device serviced.

June 2, 1992/ 4:18 PM

Coast Guard Station Woods Hole copied a call on channel 16 stating, "Mayday, Mayday" with no additional text. The caller did not respond to Coast Guard hails. A man in Lincoln, RI responded to the urgent marine broadcast and

stated that he had heard the signal loud and clear there, and that he thought that the call sounded like a hoax. The Coast Guard was unable to obtain a directional line of bearing.

June 3, 1992/ 10:36 PM

Coast Guard Station Woods Hole copied a male voice call, "Mayday, Mayday distress" on channel 16. There was no response to numerous Coast Guard call backs or to the urgent marine broadcast which was issued. No directional find was obtained and there have been no reports of distress or overdue in the area.

June 5, 1992/ 12:55 PM

The F/V Teresa Marie IV, a stern trawler out of Portland, ME reported that it was disabled and adrift with a blown engine 120 nautical miles east of Provincetown in the vicinity of the Northern Edge of Georges Banks. A cutter was directed to get underway to assist, but was stood down after another cutter relayed that it had copied the transmission and diverted to assist

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due to possible worsening weather. The cutter took the vessel in tow and proceeded to Provincetown where it was to be relieved of the tow by the F/V Teresa Marie III.

June 5, 1992/ 8:46 PM

Coast Guard Station Woods Hole along with Station Castle Hill copied the following transmission on channel 16: "Mayday, Mayday, Mayday" and then the caller repeated the same again approximately 30 seconds later. Both Coast Guard units answered the caller who had a child's voice, but got no response. The urgent marine broadcast ran unanswered and the units were unable to obtain a directional find.

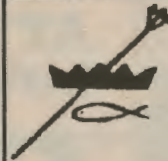
June 6, 1992/ 9:00 PM

Coast Guard Station Group Woods Hole overheard a young child or a woman's voice calling, "Mayday, Mayday we're going down" on channel 16. There was no response to numerous Coast Guard call backs or to the urgent marine broadcast which was issued. No directional find was obtained and there have been no

reports of distress or overdue in the area.

June 7, 1992/ 7:00 AM

The Coast Guard received a call from the New Bedford Scallop F/V Zeus that it was disabled with a steering casualty in the position approximately 83 nautical miles southeast of Nantucket Island. A cutter was sent to assist where it would take the vessel in tow to the vicinity of Nantucket Shoals. It would then be relieved by a commercial tow.



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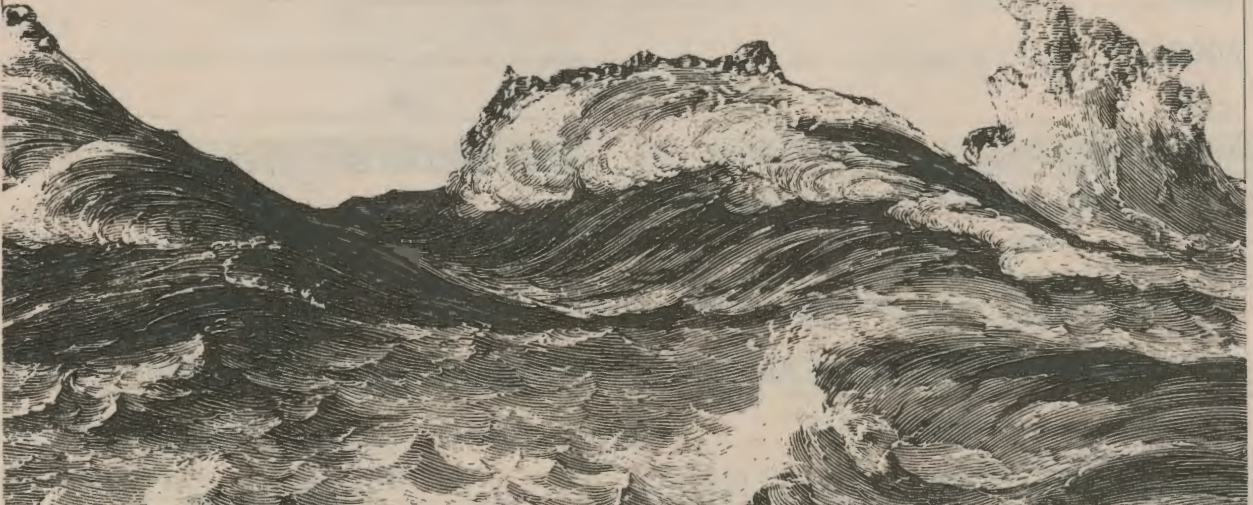
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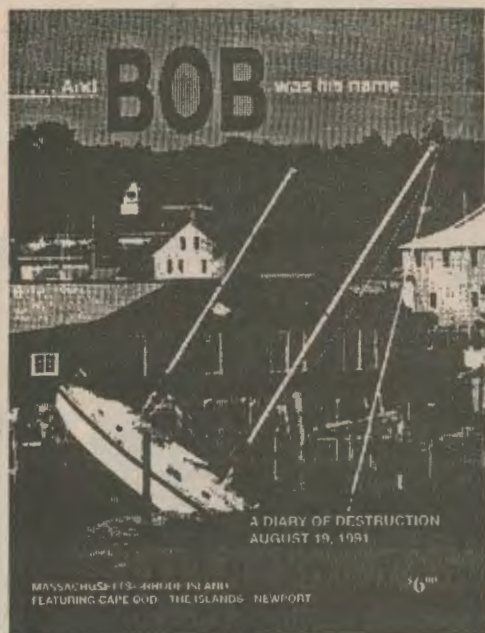


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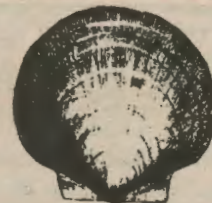
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SCALLOP LANDINGS



Monday, June 8, 1992 *No Scallopers At Auction* 12 vessels in port

Tuesday, June 9, 1992 *No Scallopers At Auction* 9 vessels in port

Wednesday, June 10, 1992 *No Scallopers At Auction* 4 vessels in port

Thursday, June 11, 1992 *No Scallopers At Auction* 7 vessels in port

Friday, June 12, 1992 *No Scallopers At Auction* 5 vessels in port

Monday, June 15, 1992 18 vessels in port, 1 sold at auction
Resolute 8,000 Channel \$4.75 Met Fishery

Tuesday, June 16, 1992 *No Scallopers At Auction* 3 vessels in port

Wednesday, June 17, 1992 *No Scallopers At Auction* 7 vessels in port

Thursday, June 18, 1992 7 vessels in port, 1 sold at auction
Capt Malc (truck) 8,200 Channel \$4.85 Trio Algarvio

Friday, June 19, 1992 *No Scallopers At Auction* 5 vessels in port



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Analysis of Fisheries Stats Reveals Changes For Seafood Industry

Total seafood sold by the United States fisheries industry to domestic and overseas markets reached an all-time high in 1991. The 1991 level of 13 billion pounds reported as live weight equivalent is a three and a half percent increase from the previous year, and a 35 percent increase over the past five years. U.S. consumers and international buyers spent nearly \$30 billion for these products.

"The statistics recently released by the U.S. government for 1991 indicate that seafood is truly a global industry," said Lee Weddig, executive vice president of the National Fisheries Institute (NFI), the Arlington, VA-based trade association for the seafood industry. "The significant growth in exports, coupled with increases in domestic shrimp and canned salmon consumption, were the highlights of 1991," he added.

U.S. exports which reached a little more than two billion pounds (processed weight) in 1991 will most certainly maintain the United States position as the world's largest exporter of fish and seafood. Valued at over \$3 billion, edible seafood exports increased 10 percent from 1990 to 1991 and 180 percent over the last decade.

Japan was again the largest buyer of U.S. seafood products, accounting for almost 62 percent of all sales. The European Community and Canada followed with 15 and 11 percent respectively. The most popular U.S. items abroad include groundfish (i.e., cod, pollock and flounder) valued at \$680 million, salmon at \$571 million, crab at \$460 million and fish roe valued at \$377 million.

Domestic landings of fish and shellfish for human consumption in 1991 exceeded 7.0 billion pounds (live weight) with imports just under 6.0 billion (live weight equivalent.)

The statistics reveal a slight decrease in U.S. per capita seafood consumption — 15.0 pounds in 1990 to 14.9 pounds in 1991, attributed to a slight drop in the overall canned seafood category. Fresh and frozen seafood consumption was 9.7 pounds per person, up one-tenth of a pound from 1990.

Weddig commented that the stable domestic consumption pattern is related primarily to the economy, overseas competition and depressed stocks in some resources. "No other protein is as international as fish and seafood products. Consumers in foreign countries with better economic climates and stronger currencies have been able to outbid recession-plagued U.S. consumers for supplies of fish and seafood. Considering seafood's low-fat, low-cholesterol attributes and numerous surveys documenting seafood's popularity among consumers, we anticipate a stronger domestic market in 1992, as the U.S. economy strengthens, and consumers tend to move away from home dining."

Restaurant service of seafood has been the dominant market channel for many species. As an example, the National Restaurant Association (NRA) reports that fish and shellfish orders captured nearly 20 percent of upscale restaurant orders in 1991, and that overall seafood restaurant traffic rose 1.1

percent ahead of a one percent increase for all restaurants.

Similar strength has been seen in the retail market. A 1992 study by the Food Marketing Institute (FMI) and Prevention magazine showed that supermarket shoppers made major dietary changes for health reasons over the last three years. Dietary fat and cholesterol have had the greatest influence on shopping patterns. Foods like fruits, vegetables, chicken and seafood are filling the gap left by reduced consumption of meat and eggs. In fact, 44 percent of those surveyed are now eating more seafood.

According to Weddig, the future is bright for seafood lovers. "The economic recovery in the U.S. combined with slower economies in Japan and Europe should mean greater supplies of fish and seafood available at attractive values in the U.S.," he said. "Furthermore, the ever increasing population of health-conscious consumers and mature Americans will realize the value of seafood in maintaining a heart-healthy diet."

Additional analysis of the 1991 fisheries statistics reveal the following:

- * More than half of domestic production now comes from the oceans bordering Alaska.
- * Catfish consumption increased by 15 million pounds in 1991.

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OFFSHORE MARINERS ASSOCIATION UPDATES

WRITTEN BY HOWARD NICKERSON, EXECUTIVE DIRECTOR

It would appear that the New England Fishery Management Council is trying to get the Multispecies (Groundfish) Plan #5 ready to go to another round of Public Hearings as soon as possible. There have been many Advisory Committee meetings as well as the last few Council meetings where they have placed heavy emphasis on getting the Amendment #5 Plan done, because the Conservation Law Foundation court suit, that the plan must be done, preferably before December 1992.

Because of this, the Sea Scallop Plan has kind of been placed to one side and therefore delayed in its progress to completion. Phil Coates, Scallop Committee Chairman has not held meetings as he had hoped to do.

I know that Chairman Coates would like to see the meat count eliminated as would we. However, it is almost impossible, I guess, to have Scallop and Groundfish Plans going forward at the same time with satisfactory results. He is an honest guy and is really trying, so we can only wait and see what happens at the Council meeting, June 30 and July 1, 1992.

This two day meeting could be very important to both sea scallopers and groundfishermen. It will be held at the Kings Grant Inn, Route 128, Danvers.

There will be a sea scallop advisors meeting on June 29th and the full Council will discuss some phases of the sea scallop plan or problems on June 30th.

In the last four years the Offshore Mariners

Association has been trying to get a sensible working plan for sea scallops, without a meat count. Could I believe it would be so hard to get done? Every meeting, I for one, go and think this is the one that convinces the Council, that a simple plan without a meat count is possible. Phil Coates is a conservationist like us, who wants a simple plan, easily enforceable that gives the sea scallop resource an opportunity to do its job. That simply put, is to spawn, to grow to a desirable size and be available for the United States consumer public, particularly that public that goes to seafood restaurants for a high quality, delicious meal. Why can't the Council realize that too?

All scallop captains and/or owners have to come along to the meetings as well as myself. If you want to speak out that's great, but if you don't want to, just having you there impresses the Council members. It is more important now than ever before. If we don't win now with Phil Coates as Chairman, I worry for the future. He could step down or be replaced by someone else, come August or September.

Likewise, groundfishermen, Captains and/or owners have to go to Council meetings to back up your representatives! The next few months may be the most important to your industry, as you have it now at the New Bedford Area Port, than ever before.

I kid you not, we need back up. We need your advice. We need you there. Lets talk about it. Come by the office 9 to noon or if you would like to meet in the afternoon, let's do it!

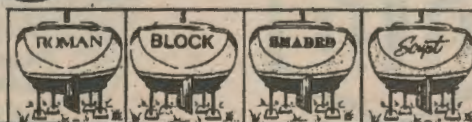
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TOTAL 281,400 lbs

June 8, 1992

Monday

94,000 lbs
76,000 lbs
52,000 lbs
2,000 lbs
5,000 lbs
300 lbs
7,000 lbs
33,000 lbs

Haddock large & Scrod 1.15-1.18
Cod Large 1.00-1.05/ Markets 1.00-1.15/ Scrods .95-1.00
Georges Lemonsole & Large Blackbacks .90/ Small Blackbacks .80/ PW .40-.80
Channel/Shoal Flounder Large Blackbacks .40-.80/ Small Blackbacks .30-.60/ PW .30
Dabs Large 1.00/ Small .90/ PW .80
Pollock .20
SandDabs .40-.50
Yellowtail 100-120 count .80-.90/ 160-180 count .60

Sea Siren 27,500/ Isabel S 22,000/ Illusion 12,300/ Sunflower 23,300/ Chivas REgal 18,000/ Lucimar 25,500/

Sea Escape 14,700

TOTAL 143,300 lbs

June 9, 1992

Tuesday

43,000 lbs
27,000 lbs
6,000 lbs
18,000 lbs
14,000 lbs
2,000 lbs
300 lbs
3,600 lbs
26,000 lbs

Haddock large & Scrod .80-1.00
Cod Large .80-1.10/ Markets .80-1.15/ Scrods .60-1.05
Georges Lemonsole 1.10/ Large Blackbacks .80-1.10/ Small Blackbacks .60-1.10/ PW .40-.70
Channel Flounder Large & Small Blackbacks .81/ PW .61
Dabs Large .40-.80/ Small .30-.60/ PW .20-.40
Greysole 1.00/ Small .80/ PW .60
Pollock .20
SandDabs .30-.50
Yellowtail 100-120 count .80-1.00/ 160-180 count .60-.70

Elizabeth 17,500/ Sao Jacinto 15,700

TOTAL 33,200 lbs

June 10, 1992

Wednesday

8,500 lbs
12,000 lbs
2,200 lbs
10,500 lbs

Cod Markets 1.12/ Scrods .61
Channel Flounder Large Blackbacks & Small Blackbacks 1.10/ PW 1.00-1.10
SandDabs .60
Yellowtail 100-120 count .90/ 160-180 count .86

Capt Cruz 7,600/ Ria Aveira 25,000/ Imigrante 16,900/ Capt Lourenco 10,300/ Libby II 14,700

TOTAL 74,500 lbs

June 11, 1992

Thursday

2,000 lbs
17,000 lbs
17,000 lbs
10,000 lbs
4,000 lbs
1,000 lbs
700 lbs
200 lbs
21,500 lbs

Haddock Large & Scrod 1.15
Cod Whales 1.05/ Large , Markets & Scrods 1.00-1.20
Georges Lemonsole 1.15/ Large , Small & PW 1.15-1.23
Channel Flounder Large BB & Small BB 1.05-1.50/ PW .80
Dabs Large 1.10/ Small .90/ PW .70
Greysole 1.10/ Small .90-1.00/ PW .70-.80
Pollock .60
SandDabs .50
Yellowtail 100-120 count 1.00-1.10/ 160-180 count .80-1.00

Luzo American I 16,500/ Helen Marie 16,400/ Shamrock 6,800/ Miss Happy 11,500/ My Way 16,900/

Costa Gale 15,700/ Calypso 17,000/ Sao Paulo 18,000/ Cape Cod 1,675

TOTAL 120,475 lbs

June 12, 1992

Friday

10,000 lbs
50,000 lbs
40,000 lbs
3,700 lbs
1,600 lbs
4,000 lbs
11,000 lbs

Haddock Large & Scrod 1.00
Cod Large , Markets & Scrods .80-1.25
Georges Lemonsole 1.00-1.30/ Large 1.15-1.30/ Small .80-1.20/ PW .60-1.20
Dabs Large 1.00-1.25/ Small .70-1.25/ PW .30-1.25
Greysole .60/ Small .40/ PW .30
SandDabs .50
Yellowtail 100-120 count 1.25/ 160-180 count 1.00

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TOTAL 186,600 lbs

**June 15, 1992
Monday**

8,000 lbs
66,000 lbs
11,000 lbs
15,000 lbs
20,000 lbs
1,000 lbs
400 lbs
2,000 lbs
54,000 lbs

Haddock Large .80-1.20 Scrod .80
Cod Whale 1.00/ Large .60-1.25/ Markets .90-1.25/ Scrod .50-1.25
Georges Lemonsole 1.00/ Large 1.00-1.25/ Small BB .85-1.25/ PW .60-1.00
Channel Flounder Large 1.00/ Small BB .75-1.00/ PW .60-.75
Dabs Large .50-1.25/ Small .60-1.25/ PW .50-1.25
Greysole Large 1.30/ Small .90/ PW .70
Pollock .70-1.00
Sand Dabs .50-1.00
Yellowtail 100-120 count .95-1.25 / 160-180 count .72-.80

Virginia Sands 23,000/ Sao Marcos 17,700/ Santa Queen 17,700/ Cape Cod (truck) 1,775/ Susie K 24,000

TOTAL 84,175 lbs

**June 16, 1992
Tuesday**

7,000 lbs
49,000 lbs
10,000 lbs
7,500 lbs
700 lbs
600 lbs
1,800 lbs
6,800 lbs

Haddock Large & Scrod 1.25
Cod Large .80-.90/ Markets .85-1.00/ Scrod .70-.80
Georges Lemonsole 1.10/ Large BB 1.00/ Small BB .80-1.00/ PW .60
Channel Flounder Large 1.00/ Small BB & PW .75
Dabs .60
Greysole .49
Sand Dabs .30-.50
Yellowtail 100-120 count .90-1.25/ 160-180 count .70-1.00

Cowboy 19,900/ United States 18,600/ Chain 21,300/ Linda & Ilda 18,000/ Lucisaura 17,400/ Iberia II 23,500

TOTAL 118,700 lbs

**June 17, 1992
Wednesday**

100 lbs
52,000 lbs
52,000 lbs
9,000 lbs
300 lbs
200 lbs
4,000 lbs
700 lbs

Haddock 1.25
Cod Large & Markets .85-1.00/ Scrod .65-1.00
Georges Lemonsole 1.00-1.10/ Large .80-1.00/ Small BB .70-1.00/ PW .50-.95
Channel Flounder Large, Small BB & PW .90-.95
Dabs Large .80/ Small .60
Pollock .70
Sand Dabs .50
Yellowtail 100-120 count 1.25 / 160-180 count 1.00

Lady of Grace 18,400/ T Luiz 15,300/ Luzo American II 10,600/ Dinah jane 12,400/ Cape Cod 2,400/ Portugal 19,600/ Ruthie B 13,600/ Alem Mar 15,600/ Lisbon 16,400/ Voyager 12,000/ Sagres 10,400

TOTAL 146,700 lbs

**June 18, 1992
Thursday**

5,400 lbs
19,000 lbs
8,000 lbs
1,000 lbs
9,000 lbs
12,000 lbs
1,300 lbs
6,000 lbs
95,000 lbs

Haddock Large 1.25/ Scrod 1.10-1.25
Cod Large & Market 1.00-1.25/ Scrod .80-1.05
Georges Flounder, Large BB, Small BB .85-1.00 & PW 1.10-1.20
Channel Flounder Large .80-1.00/ Small BB .60-1.00/ PW .40-1.00
Dabs Large .60-1.00/ Small .50-.90/ PW .40-.90
Greysole Large 1.25/ Small BB .50/ PW .40
Pollock .20-.75
Sand Dabs .50-1.00
Yellowtail 100-120 count .81-1.10 / 160-180 count .67-1.00

Vila de Ihavo 16,000/ Lady Laura 17,100/ Mayflower 19,000/ Atlantic Star 18,000/ Capt Mano 18,100/

Niagara Falls 19,000/ Rams 15,400/ Sea Breeze 18,500/ Isabel S 17,600

TOTAL 158,700 lbs

**June 19, 1992
Friday**

8,000 lbs
55,000 lbs
30,000 lbs
2,000 lbs
3,000 lbs
300 lbs
500 lbs
7,000 lbs
48,000 lbs

Haddock Large .80/ Scrod .60
Cod Large 1.00-1.25/ Market .90-1.50/ Scrod .70-1.25
Georges Flounder, Large BB 1.00-1.25/ Small BB .80-1.25/ PW .60-1.25
Shoal Flounder Large BB .80-1.10/ Small BB .60-1.10/ PW .70-1.10
Dabs Large .80-1.25/ Small .60-1.25/ PW .40-1.25
Greysole small 1.25
Pollock .40-.60
Sand Dabs .30-.50
Yellowtail 100-120 count .85-1.00/ 160-180 count .50-.75

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Kaufman Chooses New Bedford Fleet For Test

Black Diamond Industrial Clothing was at one time the standard gear for the New Bedford fisherman made then under the name of MINER. After leaving the marketplace for a number of years, the line's new maker, KAUFMAN, has appointed an American Distributor and selected New Bedford as its primary market.

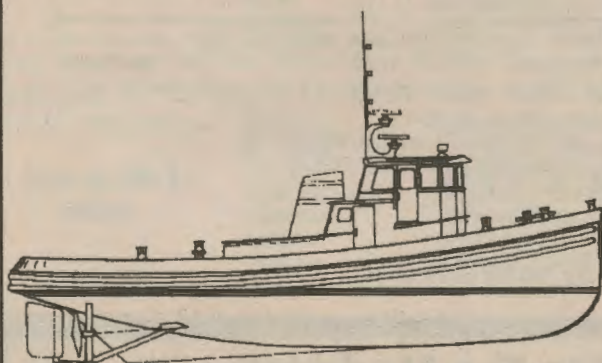
With this in mind, BLACK DIAMOND USA of Westport, Massachusetts with the full support of KAUFMAN FOOTWEAR has chosen New Bedford as test location for their line of traditional

gear. Rob Dwelley of BLACK DIAMOND USA feels that, "The New Bedford fisherman will give the gear from reputation and know what they expect from gear on the market today." BLACK DIAMOND USA hopes to retrieve enough information from this test to update current gear to current standards and begin development of clothing needed but not provided in the marketplace. Mr. Dwelley goes on to say, "We have no designs to make our gear pretty colors or to add sweaters and socks. Our primary market is the commercial

fisherman and that is where we are going to stay."

Beginning immediately, the gear will be available at factory production cost of \$52.00 for a set of the heaviest gear. This offer will be available to any New Bedford or Westport vessel until September 1st of this year and the test will run until the end of the year. Any fisherman may contact Mr. Dwelley direct at 508-636-6736 to arrange to be part of this test. Gear will be delivered right to the boats by Mr. Dwelley so that any questions can be addressed first hand.

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Monday, June 8, 1992	Boston <i>no price available</i> North Shore \$3.65 , South Shore \$3.25
Tuesday, June 9, 1992	Boston <i>no price available</i> North Shore \$3.65 culls \$3.50, South Shore \$3.25
Wednesday, June 10, 1992	Boston <i>no price available</i> North Shore \$3.65 culls \$3.15, South Shore \$3.25 Nova Scotia \$3.75, Newfoundland \$3.50-3.75
Thursday, June 11, 1992	Boston \$3.25-3.50 North Shore \$3.50 culls \$3.00, South Shore \$3.25 Newfoundland \$3.40-3.75
Friday, June 12, 1992	Boston \$3.25-3.50 North Shore \$3.50 culls \$3.00, South Shore \$3.25
Monday, June 15, 1992	Boston \$3.25-3.50 North Shore \$3.50, South Shore \$3.25
Tuesday, June 16, 1992	Boston <i>no price available</i> North Shore \$3.60 culls \$3.10, South Shore \$3.50
Wednesday, June 17, 1992	Boston \$3.25 North Shore \$3.60 culls \$3.10, South Shore \$3.25-3.50 Newfoundland \$3.85
Thursday, June 18, 1992	Boston \$3.25 North Shore \$3.60 culls \$3.10, South Shore \$3.25-3.50 Newfoundland \$3.85

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Navigation Rules

International (COLREG 72) and Inland (Unified) Rules 80 Part Two: Running Lights

In the last issue of Safety Notes we discussed the Sound Signaling Devices, and Dayshapes - for vessels "engaged in fishing" - required by the COLREGS and INLAND RULES of the Road. We will now discuss the "running light" requirements for power driven vessels.

Carry The Navigation Rules

All vessels should carry a copy of the Navigation Rules - International and Inland. Self-propelled vessels of 12 meters (39.4 feet) in over all length are required to carry a copy of the Inland Navigation Rules when operating on Inland waters (inside the COLREG line shown on navigational charts). The Navigation Rules (Stock Number 050-012-00205-3) may be obtained from the: Superintendent of Documents, U.S. Government Printing Office, Washington, DC 20402, telephone 202-783-3238. The price is \$8 per copy.

Navigation Lights

Lights must be displayed from sunset to sunrise, and in periods of restricted visibility - fog, mist, falling snow, heavy rainstorms, sandstorms, or other similar conditions. Working (deck) lights must not interfere with another person's (vessel's) ability to identify your vessel's navigation lights.

Definitions

Sidelights: Green to starboard, red to port; each are 112.5 degrees; separate sidelights, on vessels 20 meters (65.6 feet) or more in length, must be fitted with matt black screens

(inboard).

Masthead Lights: White, 225 degrees, must be located higher than the sidelights on the centerline of the vessel.

Sternlight: White, 135 degree arc of visibility, located on the centerline of the vessel, as far aft as practical.

Length means length overall (LOA)

Breadth means greatest breadth.

Height Above Hull means height above uppermost continuous deck.

Running Lights - COLREGS, Rule 23

Power drive vessel 50 meters (164.0 feet) or more in length:

Separate Sidelights; Sternlight; and Two Masthead Lights in a range, higher than the sidelights; the after masthead light higher than the forward.

Power driven vessel less than 50 meters (164.0 feet) in length:

Separate Sidelights; Sternlight and One Masthead Light forward and higher than the sidelights.

Alternative for power driven vessels less than 20 meters (65.6 feet) in length includes:

Sidelights, either separate, or in a combined lantern - carried on the fore and aft centerline of the vessel; Sternlight; and One Masthead Light forward and higher than the sidelights.

Note: The Masthead Light should be switched separately from the sidelights, as a vessel being towed, a vessel (less than 50 meters) making way and engaged in fishing shall not display a masthead light.



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Alternative For Power Driven Vessels Less Than 12 Meters (39.4 feet) In Length Includes:

Sidelights, either separate or in a combined lantern - carried on the fore and aft centerline of the vessel; and either a Masthead Light and Sternlight, or an All-Round white light carried on the fore and aft centerline and higher than the Sidelights. **Note:** The Masthead Light or All-Round White light may be displaced from the fore and aft centerline, provided the Sidelights are carried in a combined lantern on the fore and aft centerline or as near as practical in the same fore and aft line as the Masthead Light or the All Round white light.

Technical Specifications

There are numerous technical specifications regarding color, intensity, and placement of lights - particularly for

vessels of 20 meters or more length - contained in the Annex I of the Navigation Rules. The exemption period for most technical specifications expired in 1989. Operators (and owners) of vessels that are not in compliance with the technical specifications outlined below are subject to a civil penalty of up to \$5,000 for each violation.

Vessels 20 Meters Or More In Length

Most Lights manufactured before 1989 do not meet the technical specifications - color and intensity - required by the COLREGS. All navigation lights on vessels 20 meters or more should have a certificate indicating that they were manufactured to the specifications set forth in the COLREGS. The prudent operator will carry the certificates on board the vessel in order to demonstrate compliance with the technical requirements.

Masthead Light shall not be less than 6 meters (19.7 feet) above the hull (uppermost continuous deck), but shall not be less than the breadth (greatest) if breadth exceeds 6 meters (19.7 feet). The Masthead Light need not be more than 12 meters (39.4 feet) above the hull.

Sidelights, height above hull (uppermost continuous deck) shall not be greater than three-quarters of the height of the forward Masthead Light, and shall not be placed so low as to be interfered with by deck lights. Sidelights shall be placed "at or near the side of the vessel", meaning that the lights shall not be placed inboard more than 10% of the breadth of the vessel. For Instance if the maximum breadth of the vessel is 24 feet the Sidelights must be placed more than 2.4 feet inboard. Sidelights may be placed "in line" with the

Masthead Light, but shall not be placed aft of the Masthead Light. Sidelights shall be fitted with matt black screen.

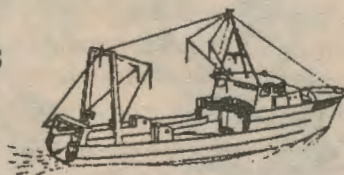
Vessel Less Than 20 Meters (65.6 feet), 12 Meters (39.4 feet) or More In Length:

Masthead Light shall not be less than 2.5 meters (8.2 feet) above the gunwale. Sidelights, height above hull (uppermost continuous deck), shall not be greater than three-quarters of the height of the forward Masthead Light, and shall not be placed so low as to be interfered with by deck lights. Sidelights, if carried in a combined lantern, shall be placed not less than 1 meter (3.3 feet) below the Masthead Light.



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Vessel Less Than 12 Meters (39.4 feet) In Length:

Masthead Light may be carried at a height less than 2.5 meters (8.2 feet) above the gunwale, but must be at least 1 meter (3.3 feet) above Sidelights.

Running Lights - Unified Rules Only, Rule 23

Vessels equipped with lights outlined above are in compliance with all requirements for vessel operating on Inland Waters subject to the Unified Rules. There are alternatives for vessels operating exclusively on Inland Waters (inside the COLREG Demarcations Lines), but as most fishing industry vessel operate - at one time or another on waters subject to the COLREGS, most vessels must be equipped in accordance with the COLREGS. If in doubt about the requirements for vessels operating exclusively on Inland Waters refer to the Navigation Rules, particularly Annex I.

Summary

Power driven vessels operating on COLREG waters are required to carry navigation lights described above, that meet the technical specifications of the rules as set forth in Annex I. Vessel operators should be aware that they are subject to stiff civil penalties for operating a vessel that is not in compliance with all the requirements - including the technical specification - of the COLREGS. The Coast Guard will be checking the compliance with the regulations and specifications when conducting courtesy dockside examinations and at-sea boardings.

In the next issue of Safety Notes we will discuss the required lights for "vessels engaged in fishing".

For Further Information

If you would like a copy of this latest regulatory change or, if you have still not received a copy of the new fishing vessel safety regulations or pamphlet, or if you have specific questions about how to comply with the regulations please contact Ted Harrington or LCDR Paul Von Protz, First Coast Guard District Fishing Vessel Safety Coordinators at 617-223-8444

Courtesy Examinations

If you would like the Coast Guard to conduct a courtesy examination of your commercial fishing vessel contact the Fishing Vessel Safety Specialist in your area: LT Trish McAllister, MSO Portland, Maine (207-780-3251); CWO Joe McKechnie, MSO Boston, MA (617-223-3020); CWO Jim Price, MSO Providence (401-528-5335); CWO Jim Kurz, Group Long Island Sound (203-468-4400); or Lt(jg) Paul Arnett, MIO New York (212-668-7494)

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courtesy examination of your recreational vessel contact the local Coast Guard Station, the local Coast Guard Auxiliary, or the Boating Safety Division at 617-223-8310.

Richard C. Hiscock is founder and president of ERE Associates Ltd., in North Chatham, Massachusetts, a firm dedicated to marine and fishing vessel safety. He is a member of the Society of Naval Architects and Marine Engineers, the U.S. Marine Safety Association and serves on the Coast Guard's National Commercial Fishing Industry Vessel Advisory Committee. Telephone 508-945-2182.

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The Rape Of The Oceans

*Written By John K. Bullard, Director of Fisheries Representation,
New Bedford Seafood Co-Op*

The problems we face in commercial fishing are now national news. And the picture isn't very pretty. Last week's cover of U.S. News and World Report proclaimed THE RAPE OF THE OCEANS. And guess who the rapists are!

Some of the blame for depleted fish stocks is leveled at polluters and some of it is aimed at federal regulators. But the lion's share of the blame is placed you guessed it- squarely on the shoulders of commercial fishermen. For all intents and purposes this national newsmagazine is telling the millions of its readers that we are raping the ocean.

We know that this is a complicated problem that has persistently defied solution. We know that the fisheries management plans haven't worked and that the proposed replacements - especially Amendment 5 for groundfish - have the potential to cripple our industry. We know that weak and inconsistent enforcement has made compliance difficult in a fiercely competitive marketplace. We know that our voices have rarely been listened to, despite the fact that we have been the top dollar port in the country for eight of the last nine years. We know that we are not the only ones who kill fish. We know all this because fishing is a way of life in New Bedford.

Why then should we care about a story that doesn't tell the whole story? Because for millions of Americans, this may be their first and only look at us. For better or worse we have worked on our problems in the relative calm of national obscurity. The deliberations among ourselves and with the New England Fisheries Management Council have had relatively little interference from outsiders. The Conservation Law Foundation suit has been the exception, not the rule. But all that is about to change. It looks like commercial fishing may replace marine mammals and tropical rain forests as the next "cause" of the environmental community. When and if that happens, watch out because fisheries management will become a three ring circus. And our role in this process, as little as it has

been, will diminish.

There is something else very troubling about this article. We think that we are as endangered as the fish. We think that government regulators should care as much about protecting commercial fishing as they are about protecting the fish. We look for understanding to the American people and their elected leaders. And we have gotten it, at least some of the time. But if the American people start to see us as rapists, all that could change in a hurry. Instead of wanting to help us, politicians will want to score points by punishing us. We will be painted as the bad guys who deserve any pain we happen to suffer. For example the article asks, "Should fishermen pay to harvest seafood in federal waters?" We are being put on the defensive.

What can we do? Seize the little time available to us and take the initiative. How? By working together and getting serious about good fisheries management. It's easy to sit back and let others come up with the solutions and then criticize and blame them for our troubles, but they will still be our troubles. Get involved now, before it's too late. The New Bedford Seafood Co-Op has been working hard with the Offshore Mariners Association to develop responsible plans for groundfish and scallops. We could use your help. I'm new down on the waterfront but you can reach me anytime either by stopping by the Co-Op offices or by calling me at 993-9926. I hope to hear from you.



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ANSWERS ON PAGE 29

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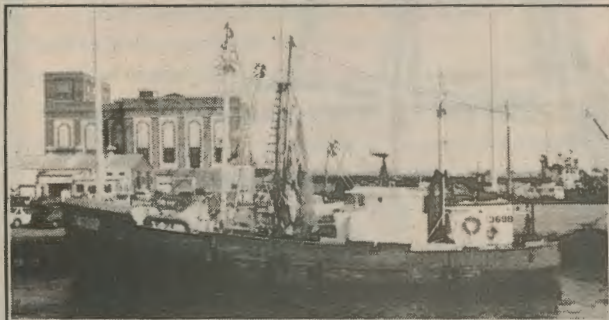
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"Disto E Daquilo"

By José Vinagre

The maneira a habituar o consumidor Americano a comprar especies de pescado que até aqui não eram consideradas para consumo, os super mercados Stop & Shop em colaboração com o preparador de peixe Armando Estudante, da firma "Norstar Foods" começaram a oferecer nos seus balcões a tão afamada "RAIA".

Com a colaboração do professor de culinaria da escola vocacional, Cheff Amaral, Várias receitas foram preparadas pela Norstar Foods, de maneira a criar uma mais rapida aceitabilidade por parte do consumidor que até aqui so tem pedido nas peixarias produto em forma de fillet.

Ajuizando a maneira como o Cheff Amaral preparou vários pratos de raia e cação para uma conferencia como demonstração das qualidades nutritivas que estes dois peixinhos nos oferecem, estamos crentes que com um bom programa de publicidade, eles irão ficar famosos por estes lados. No entanto o Capitão Estudante adverte que "Há outras especies que merecem ser igualmente estudadas, não vamos cair na mesma patetice de subcarregar uma ou outra especie, e devasta-la até a sua extinção".

Os oficiais da Guarda Costeira, estão a planear abrir um escritorio em New Bedford, possivelmente no complexo do Fort Rodman, para fazerem face aos pedidos constantes de inspecção de barcos enquanto amarrados ao cais. As inspecções no cais são feitas num ambiente cordial, onde o oficial oferece ideias para malhorar as condições de segurança, ao passo

que inspecções no alto mar tornam-se contra-productivas, uma vez que o barco tera que parar de pescar enquanto a inspecção se processa, e multas poderao ser passadas por falhas aos regulamentos.

O Secretariado de Comidas e Drogas, debaixo de grande pressão por parte dos armazenistas, concordou finalmente autorizar o "ensupamento" de scallops. Este processo de lavagem e preparação de conservação, adiciona peso ao produto, e como tal processo nao é devidamente designado nas embalagens quando chega ao consumidor, era considerado como fraude, e subsequentemente varias toneladas têm sido confiscadas pelos federais. Finalmente um acordo foi preparado com os armazenistas exigindo que todo o scallop que assim for preparado, terá que ser devidamente identificado com o respectivo rotolo.

ACIDENTES MARITIMOS?

Se teve um acidente abordo de um barco ou enquanto trabalhava num cais você e a sua familia poderão ter direito a receber beneficios ao abrigo das várias leis de compensação estaduais e federais.

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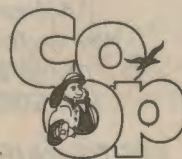
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